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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

25X1A

INFORMATION REPORT

CD NO.

COUNTRY Czechoslovakia

DATE DISTR. 4 May 1950

SUBJECT Koprivnice Plant of the
Tatra H.P. 25X1A

NO. OF PAGES 4

PLACE
ACQUIRED [REDACTED]NO. OF ENCLS. 2 Blueprints
(LISTED BELOW)DATE OF
INFO. [REDACTED]SUPPLEMENT TO
REPORT NO. [REDACTED]

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1. The plant is assigned to the Czechoslovakian Metalworking and Engineering Industry, National Enterprise. It is a subsidiary plant of the Tatra H.P.

2. Work force: About 5,000 men, including 700 officials. Work is done in three shifts.

3. The plant suffered no war damage.

4. New construction: A workshop building for airplane production was under construction.

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5. Installations:

a. Railroad car factory: About 50 turret lathes, 4 large auto-genous welding aggregates, 3 riveting machines, 50 surface grinding machines, 8 large and 3 small cranes.

b. Automobile factory: About 120 lathes, 60 vertical and 25 horizontal drilling machines, about 150 milling machines, 40 surface grinding machines, 4 large electric plate shears, 12 small shears, 74 automatic plate-welding machines.

c. Foundry: 2 large and 24 small smelting furnaces, 3 crushers for scrapping, 4 large cranes.

d. Pressing shop: A large press Toledo type, 3 medium-sized presses, 12 small presses, 2 large and 3 small plate shears.

e. Screw factory: 12 automatic screw cutting lathes, 16 hardening furnaces, 12 large and 5 small presses.

f. Lathe shop: 24 lathes, 18 milling machines, 12 planers, 4 large planers.

g. Airplane department: Various machines from the CZ Plant in Strakonice (A 50/49), the Bal Plant in Jovv Jicin (P 50/46) and of the Tatra Plant in Studenka (O 51/19) were being removed to this department

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6. Production: Railroad trolley cars, underframes for railroad cars (49 tons), underframes for tank cars; Tatraplan, Tatra 111, Tatra 114 and Tatra 115 cars--six-cylinder passenger cars with Diesel engine, military cross-country vehicles similar to the Jeep. The airplane department was scheduled to produce airplanes and tank engines. The tanks were manufactured in the Tatra Plants in Studenka and Lutovice (0 51/L 78).
7. Outgoing shipments: Trolley cars were delivered only to the Czechoslovakian State Railroad. Car underframes were shipped to the Studenka Railroad Car Plant (for the manufacture of Soviet freight cars). Tank car underframes were shipped to the Soviet Zone of Germany and to the Studenka Railroad Car Plant (for the final assembly of Polish tank cars). Tatraplan cars were shipped to the Soviet Union, Holland, Norway, Hungary and occasionally the USA.
8. Incoming shipments: raw materials were supplied by the Litkowitz Ironworks and radiators and single parts by the Pal Plant in Jevy Jicin and the Transporta Plant in Pribor.

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Comment:

a. The Tatra National Enterprise was created from the Ringhoffer-Tatra Trust in 1948. This trust combined the most important Czechoslovakian railroad car plants. At present the Tatra National Enterprise has the following main plants:

Kopřivnice/Lesfeldorf Plant	Formerly Ringhoffer -Tatra Plant
Praha/Unichov Plant	Moravian-Silesian Vehicle Corporation
Studenka Plant	Moravian-Silesian Vehicle Corporation
Molin Plant	Railroad Car Plant Corporation
Česka Lípa Plant	Bohemia Plant
Písek Plant	Ringhoffer-Tatra Plant
Radotin Plant	Ferrovía Plant

b. The present work force of the plant is about 13,000 men, including about 1,800 officials and clerks.

c. Production is mainly railroad cars, trolley cars, trolley busses, passenger cars and trucks, as well as Diesel vehicle engines. Armored reconnaissance cars and tractors were also built in wartime. The monthly railroad car production reached 1,200 units during the highest production period in 1947. The Kopřivnice Plant is the largest plant of the Tatra National Enterprise.

d. The annexed sketches show location and layout of the plant.

e. Tatra set up a small airplane department in the Kopřivnice Plant shortly before the war, headed by Engineer Tomas, now chief technical designer of the Zlin Aircraft Plant. Only sports planes were produced. This department was later abandoned and it is improbable that the Tatra Plant has resumed production, considering the greatly expanded Czechoslovakian aircraft industry and the present labor shortage.

f. After the reorganization of the Czechoslovakian industry, the railroad car plants will be separated from the Tatra National Enterprise, and will become independent national enterprises by 1 January 1950. In addition to the Tatra Plant, the following national enterprises will be established by 1 January 1950:

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Kolin Railroad Car Plant, Kolin
Studenka Railroad Car Plant, Studenka
Loehmisch-Leipa Railroad Car Plant, Loehmisch-Leipa
Smichov Railroad Car Plant, Prague/Smichov

2 Annexes: Blueprints, Tatra Plant in Koprivnice, Czechoslovakia.

Legend to Annex 2:

1. Power plant
2. Cooling tower
3. Acid depot
4. - 5. Material depot
6. Automobile plant
7. New airplane department
8. Workshop building (lathes, milling and drilling machines)
9. Plate depot
10. Tube and plate depot
11. Foundry
12. Molding shop
13. Pattern-making shop
14. Gasworks
15. Gatehouse No 3
16. Gatehouse No 5
17. Drying shop
18. Fire depot
19. Sawmill
20. Railroad car plant (assembly and dispatch)
21. Shipping department (Tatraplan cars)
22. Carpenter shop and manufacture of Tatraplan cars
23. Gatehouse No 2
24. Dressing shop
25. Latho shop

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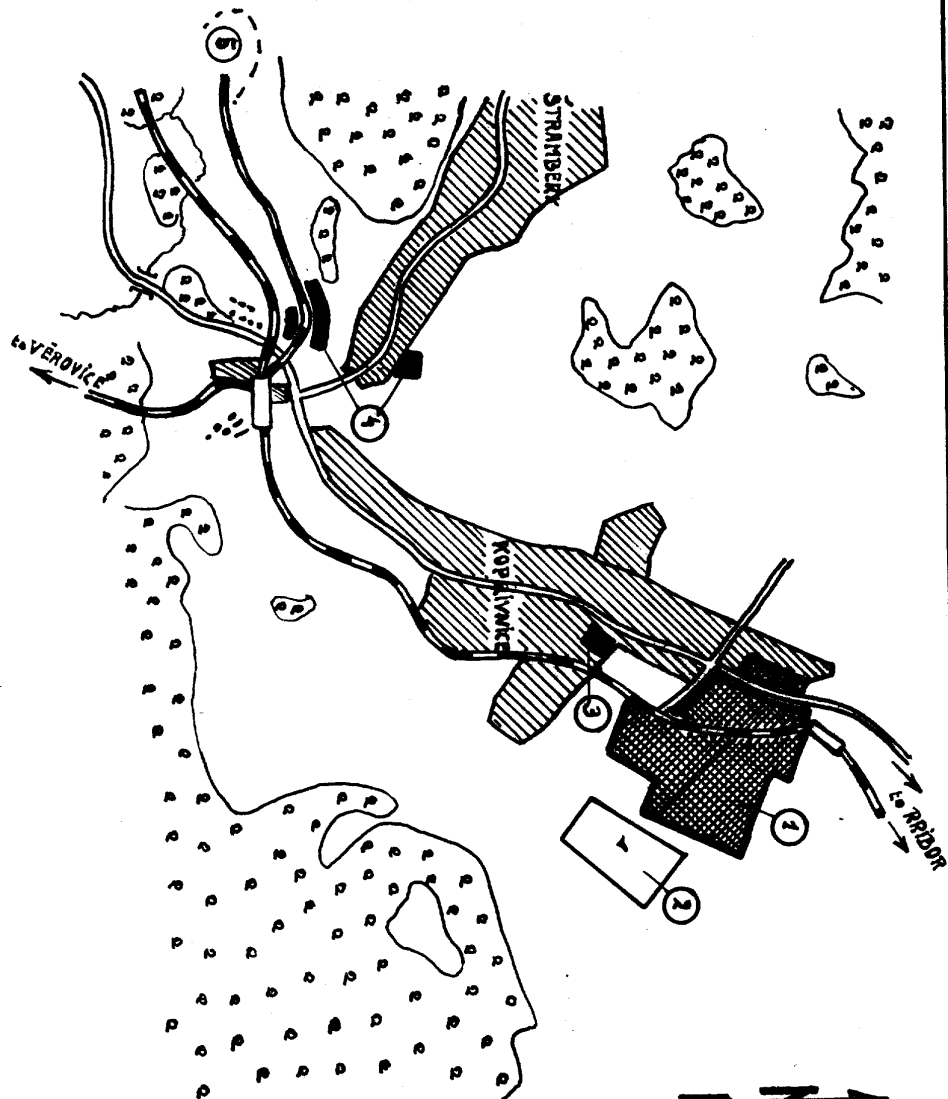
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26. Hardening shop and battery charging station
27. Automobile repair shop
28. Assembly shop (Soviet cars)
29. Screw factory and small pressing shop
30. Automobile repair shop
31. Gatehouse No 1
32. Offices
33. Garages
34. Post office, MMB
35. Garages of OSD (Czechoslovakian State Railroad)
36. Plant hotel
37. Apprentices' quarters and plant kitchen
38. Officials quarters
39. Gasometer
40. Lakes
41. Lumber yard

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ANNEX 1

Tatra Plant in KOPRIVNICE, Czechoslovakia



Legend:

- 1 Tatra Plant
- 2 Glider airfield
- 3 Pottery factory
- 4 Cement plant
- 5 Limestone quarries

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Annex 2

Tatra Plant in KOPRIVNICE, Czechoslovakia

